

NOTES FROM THE BOTANIC GARDENS.

At the present time a specimen of the "Holy Ghost plant" may be seen in flower in the centre house in the old garden, and so far as is known it is the first time that the species has flowered in Hongkong. Another name for it is the "Dove Orchid," and it gets this appellation from the peculiar form of the part of the flower known as the column, which resembles a dove with outstretched wings. The flowers are waxy white, about 2 inches across, and are borne on a scape 4 or 5 ft. high. Its botanical name is *Peristeria elata*, and it is a native of Panama.

Just now the spathes of *Anthurium formosense* make a very pretty show, their brilliant pink colouring being especially attractive. The finely-marked leaves of *Anthurium crystallinum* and *Anthurium magnificum* are also seen to advantage at this time of the year. "The Flamingo plant," which also belongs to the same genus, flowers earlier in the year. The *Anthurium* occupy the centre stage in the same house as the Dove Orchid. They belong to the Arum Family or *Araceae*, and are natives of South America.

It may be interesting to note that the peacock which were presented to the Botanic Gardens last year by Mr. Fung Wa Chuan have been given their liberty, and may now be seen strutting about on the lawns in the new garden.

The amount of rain registered this year up to date is 53.49 inches, and so far this month there has been a fall of 5.35 inches.

CORRESPONDENCE.

CRUELTY TO ANIMALS IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 15th July.

SIR.—How much longer will the public have to wait for the Government to take active measures against cruelty to animals? In your columns only the other day. In my opinion Chinese carriage-drivers should not be allowed the use of the whip under any circumstances, and the vehicles should only be drawn by animals fit for the purpose. I have no hesitation whatever in saying that the gharry ponies now in use are utterly unfitted to be harnessed to the cumbersome affairs known as gharries, in addition to which they are ill-fed and thrashed mercilessly every day of their lives. Such being the case there is no alternative for the authorities but to bring the culprits face to face with rigorous justice; anything else would be a travesty and a hollow mockery of the common laws of humanity.—Yours, etc.,

HUMANE.

THE NEW PACIFIC MAIL LINERS.

"MONGOLIA" AND "MANCHURIA."

The names selected for the two new Pacific mail steamers now in course of construction at the New York Shipbuilding Company's yard, in Camden, near Philadelphia, are, we are informed, *Mongolia* and *Manchuria*.

These two vessels are sister ships and were planned similar to the large Belfast-built vessels of the Atlantic Transport Line, such as the new *Minotaur*; length over all, 625 feet, as compared with *Korea's* 572 feet; beam, 65 feet, as compared with *Korea's* 63 feet; and it has been found that the latter ship is extraordinarily steady. There are five steep decks throughout as in the *Korea*, and water-bottom from forward collision bulkhead to the stern-tube bulkhead. The cargo is worked through nine hatches against *Korea's* six, located along the centre-line of the ship. At each hatch are two steam winches. Cargo-booms are swung from four pole-masts and four derrick-poles.

The passenger accommodations and officers' quarters are all located on the bridge amidships similar to those on the *Korea* and are large and airy throughout. The ship is propelled by two sets of quadruple expansion, four-cylinder, four-crank engines. The shafting is of mild iron steel, the crank-shaft being 18 inches diameter, propeller-shaft 18 inches diameter, and intermediate shafting 17 inches. The crank-shaft is of built-up interchangeable sections, set at angles according to the Yarrow-Schlick-Tweedy system for the reduction of vibration. The indicated horse-power of both engines is estimated at 11,000 at 75 revolutions per minute.

The propellers are three-bladed, manganese bronze, diameter, 18 feet 6 inches; one foot smaller but with less pitch than *Korea's*. Steam is supplied by four double-end and four single-end boilers, equipped with Howden's forced draught system. The air is supplied to the boilers by three fans. There is also one fan for ventilating the stokehold; four feed-pumps of Weir type, fire and fresh-water pumps, centrifugal circulating pump for each main engine and one for the auxiliary condenser, evaporator, distiller of 5,000 gallons capacity, insulated chambers for chilled freight, and carbon dioxide system of refrigeration.

The following comparisons will be of interest:—

	Mongolia and Manchuria.	Korea and Siberia.
Length over all	625 ft.	572 ft. 4 in.
Length between pp.	64	59
Beam	65	63
Depth	41	41
Load draught	33	27
Displacement	25,500 tons	18,440 tons
Gross tons	13,401	11,226
Net tons	8,551	5,531
Propellers	2 of 3 blades each, 18 ft. 6 in. diam.	2 of 3 blades each, 18 ft. 6 in. diam.
Engines	2 exp. 4-crank, 18 in. dia.	2 exp. 4-crank, 18 in. dia.
Cylinder diam.	30, 43, 39 in.	30, 43, 39 in.
Stroke	49 in.	49 in.
Revolutions	75	80
Boilers	4 single, 4 double-end	4 single, 4 double-end
Pressure	214	200
Draught	Howden	Closed stokehold

SUPREME COURT.

Wednesday, 15th July.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND CAPTAIN E. BERTHAM, S.S. "TARTAR" (ASSESSOR).

KWOK PO K. vs. "RUBI."

This was an action of damages arising out of a collision which occurred between the Sun Kwong Hop fishing-junk, No. H. 2,141 and the s.s. *Rubi* in the Lema Channel near Putoy Island on 9th February, 1903. Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. J. Gedge of Messrs. Johnson, Stokes & Master, solicitors), appeared for the plaintiff, and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. H. W. Looker of Messrs. Deacon & Hastings, solicitors), was for the defendants.

Plaintiff in his preliminary act stated that the names of the colliding vessels were the Sun Kwong Hop fishing-junk No. H. 2,141, masters, Kwok A Po and Kwok A Kan (now deceased), and the s.s. *Rubi*, master, R. W. Almond. The collision occurred between 3.30 a.m. and 4 a.m. on the morning of the 9th February, 1903, in the Lema Channel within the waters of the Colony and a short distance to the south of Putoy Island. There was a strong easterly wind prevailing. It was a dark, dirty night; neither moon nor stars were visible. State and force of the tide unknown. The Sun Kwong Hop junk's course was about S.E.; speed about three miles an hour. She carried one white light suspended on a pole at the stern of the junk. When first seen, the other ship was about two miles off on the port bow; her masthead light was first seen. Afterwards her red and green lights came into view before the collision. No measures except calling out were taken to avoid collision. The stem of the *Rubi* and the port side of the junk behind her mainmast about 30 feet from the stern were the parts that came into collision. The other ship, the *Rubi*, was recklessly navigated, did not keep a proper lookout, and improperly neglected to take in due time proper measures for avoiding a collision with the plaintiff's junk. The *Rubi* did not keep out of the way of the plaintiff junk.

Defendants in their preliminary act stated that the collision occurred at 3.30 a.m. on 9th February, in Lat. 22° 30' N, Long. 114° 16' E, off Putoy Island. There was a fresh breeze, direction about N.E. The weather was clear but cloudy and very dark; tide half-flood, force unknown. The *Rubi's* course when the junk was first seen was about W. by N.; speed about 10 knots an hour; she carried all her regulation lights, i.e., masthead light, and stern light and side light. When first seen the junk was about a ship's length ahead of the *Rubi* and slightly on her starboard bow. The first light seen on the junk was a dim light at the stern about three feet above the deck. No other lights on the junk came into view before the collision. With regard to the measures taken, and when to avoid collision, directly the junk was seen the helm of the *Rubi* was put hard a port and her engines reversed full speed; a short blast was also blown on her whistle. The port bow of the *Rubi* and the port side of the stern of the junk were the parts of the vessels that came into collision. No proper lookout was kept on board the junk; the junk carried no proper lights, and she was navigated in a reckless and unseamanlike manner.

Mr. Slade having put in charts showing the place of collision,

His Lordship asked whether or no anything turned upon this having happened in territorial waters?

Mr. Sharp—We say they were outside.

Mr. Slade—We say they were inside. The issue, he went on to say, would resolve itself into a very simple question. Plaintiffs placed the collision about three-quarters of a mile nearer Putoy than the defendants did. He presumed it would be proved by the defendants that the boundary of the territorial waters of the Colony ran along Lat. 22°; he did not admit that it did so, but otherwise the Ordinance would not apply. Assuming that it was proved that the boundary ran along that line, then the question was the exact place where the collision occurred: was it just inside or just outside the boundary line? This boundary was of course an imaginary line drawn through the water, and it would be for the Court to decide on which side of it the collision took place. Both parties said it took place near the line. The junk had left Macao on the morning of the 8th and with an easterly wind had tacked up to this point by half-past three on the morning of the 9th. She was making for the fishing-grounds somewhere between the Lema Islands and Putoy Island in the Lema Channel. Junks in Hongkong waters had to carry their light in a certain place and in a particular way—namely a white light on a pole at the stern—and that was what plaintiff said was done on board the junk. At the time of the collision three men were on deck—the steersman, a man attending to the main-sheet, and a lookout man. The junk was a two-masted junk and had a crew of 15. Of the three people who were on deck two were left, because the helmsman lost his life as a result of the collision. Out of the 15 of a crew, only seven were saved, the remaining eight being drowned.

His Lordship—What became of the junk?

Mr. Slade said the steamer went right through, and the junk became water-logged but floated and those who could clung on to the wreck and were rescued by another junk. The steamer slowed down and came back but was unable to discover the wreck. Those drowned were one of the part-owners, his three sons and one daughter, the steersman and a sailor. The *Rubi* was a China and Manila S.S. Co. vessel, running between Hongkong and

Manila. If it was held by the Court that the collision took place outside the waters of the Colony then the question would arise as to the effect of the Junk Ordinance in this case. He would suggest that legal question now but to wait until the facts of the case had been decided upon, because if it was decided that the collision happened in the waters of the Colony the time would have been wasted.

His Lordship said he would hear parties on the point of law supposing the collision turned out to have been outside. On the point as to where this occurred, he remarked, the defendants put it very exactly in their preliminary act, was that because it was logged?

Mr. Sharp—Yes.

His Lordship—Was it logged at the time?

Mr. Sharp—It was logged at the time before any question arose as to this Ordinance applying. I may say the captain did not know the boundary of the territorial waters when he logged it. In fact very few people do know the boundary.

His Lordship—It appeared in the Gazette.

Mr. Sharp—Yes; we have now ascertained it from the official map.

Witnesses were then examined for the plaintiff side.

Mr. Sharp in opening the case for the defendants said he would lead evidence to show that there were no proper lights, regulation or otherwise, exhibited on the junk. The Marine Shipping Ordinance of 1891, section 27, sub-section 1, which required a bright white light, visible all round, to be exhibited at a height not less than 10 feet above the hull of the junk, would apply if the Court held that the collision occurred within territorial waters. Plaintiff's witnesses admitted that there was a light exhibited at the stern not less than 10 feet above the hull, but such light could not be visible all round unless it was above the level of the top of the sails. They believed that the junk people were asleep or below, and had no proper light burning. If the Court found that the junk had no light of any service it would not be necessary to consider whether the collision occurred inside or outside territorial waters. If the junk was outside territorial waters she was statutorily to blame under the Junk Ordinance of last year for not having red and green sidelights. The *Rubi* was on a voyage from Hongkong to Manila. At midnight the second officer went on duty and during the next two or three hours of that watch the captain was partly on the bridge and partly not. At 1.45 a.m. the captain was called, according to instructions, when *Waglan* Light was sighted. He went on the bridge and changed her course for the light. At 2.55, when the north-east head of Tunkin Island was abeam on the port side, he was again called. There was at that time a few junks about and from then the captain remained on the bridge, as his custom was, until he got into Hongkong. At 3.30 the captain changed her course from a course direct to Waglan to a course W. by N., on which the collision occurred. At 3.30 a dim light suddenly appeared a length away ahead of the *Rubi*, slightly on the starboard bow. One or two of the *Rubi* people seemed to have observed the junk simultaneously at this distance, and it appeared that the light was not visible materially before the junk herself. When the junk was seen, the captain immediately put his helm hard a port, gave one short blast on his whistle, and reversed his engines full speed. There appeared to have been a period of about 15 seconds between the first sighting of the junk and the collision. The junk was seen to be going from starboard to port across the *Rubi's* bows. The measures used by the captain of the *Rubi* were the correct measures to be used. If the junk had done the correct thing and given way a few feet the collision would have been avoided.

Evidence for the defendants was then called. Captain Almond being the first witness examined.

The Court adjourned till this forenoon.

POLICE COURT.

Wednesday, 15th July.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

TROUBLE ON A SHIP.

Captain Cole, of the British steamer *Balmoral*, which arrived here on the 13th inst. from Newcastle (N.S.W.) with coal, had quite a lot of trouble with his crew just before the voyage commenced. The cargo was breached, and a new steel hawser worth fifty pounds is also said to have gone astray, among other things. One man deserted, for reasons best known to himself, and when affairs had gone thus far Captain Cole reported to the Newcastle police. Very shortly afterwards two white men of the crew were arrested in possession of a drum of paint which they had stolen from the ship. They were locked up, but before they could be charged and the case heard against them the *Balmoral* had to sail. The services of the two prisoners were required on board, and they were placed there in irons. When the *Balmoral* got to sea, the couple were released and put to work; on the steamer's arrival here they were proceeded against by Captain Cole, who swore an information against the men for the theft of the drum of paint, and had warrants issued for their arrest each.

The Magistrate decided that he had jurisdiction in the case, and after hearing evidence sentenced the defendants to one month's hard labour.

SHARP SENTENCE.

A mess cook employed in Murray Barracks was sentenced to six months' hard labour for stealing from the Barracks a silver cigarette-case, a metal wristlet watch, and ten dollars in money.

The accused was arrested on suspicion, and subsequently identified by the pawnbroker with whom he pledged the watch, which was recovered.

Mr. O. D. Thomson, solicitor, afterwards applied for a re-hearing of the case. The application was adjourned until 2.15 p.m. to-day.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day, 16th July, at 4.15 p.m.

ORDERS OF THE DAY.

1. Letter from Government relative to the printing of Mr. Pollock's questions and the Medical Officer of Health's replies thereto.

2. Mr. Pollock pursuant to notice will move—1. That this Board suggests for the consideration of the Government that it is desirable to amend paragraph 51 of Section 6 of Ordinance 1 of 1903 by substituting the words "pantry, passage or landing" for the words "or pantry." 2. That this Board suggests for the consideration of the Government that, with a view to afford greater facilities to persons who are turned out of their house temporarily in consequence of plague, it is desirable that, in any further plague epidemic, observation-blocks be rented in each of the following Health Districts, namely, Nos. 1, 2, 5, 6, 7, 8, 9, and 10.

G. A. WOODCOCK, Secretary.

AGENDA.

1. Reports of the analysis of the public water-supplies for the month of June, 1903.

2. Results of the examinations made under The Sale of Food and Drugs Ordinance, 1896, for the quarter ended June 30th, 1903.

3. Application for No. 168, Queen's Road Central ground floor to be registered as a bake-house.

4. Petition relative to the proposed site for the erection of a public latrine at Tai Hang Village.

5. Application for house No. 25, Austin Road, Kowloon, to be registered as a public laundry.

6. Application for the renewal of a fat-boiling licence for No. 472, Queen's Road West.

7. Application for exemption from the removal of a kitchen in the basement of No. 185, Queen's Road Central.

8. Lime-washing return for the fortnight ended 7th July, 1903.

9. Plan showing proposed arrangements for providing latrine accommodation to certain houses in Lower Castle Road and Seymour Road.

10. Application for permission to erect 5 water-closets and 5 urinals on Inland Lot No. 528, Russell Street.

11. Application for permission to erect water-closets at Marine Lots 76, 26, 26b, and 11 North block.

12. Rat return for the fortnight ended 13th July, 1903.

13. Mortality statistics for the week ended 6th June, 1903.

THE SERBIAN ATROCITY.

A home paper says:—The assassination of the King and Queen of Serbia is stated to have been plotted by a Spiritualist named Mrs. Brencley, of 111, S. Thomas's Road, Finsbury Park. Last March Mr. W. T. Stead held an "at home" at Mowbray House for the purpose of testing the powers of psychometry of a Bradford Spiritualist named Mrs. Burchell, but there was no result at this meeting. Subsequently Mr. Stead gave a dinner to about twenty friends at a restaurant in the Strand, at which several distinguished people were present, including Lord Grey and a member of the Cabinet. Afterwards twelve people remained to a *seance*. The mediums on this occasion were Mrs. Burchell, Mrs. Brencley, and Mrs. Max, of 168, Marylebone Road. They were shown a number of articles belonging to prominent people, and a member of the Serbian royal family handed to them a handsome robe which had belonged to the King of Serbia. Then Mrs. Brencley suddenly became confused, and after a time said: "This belongs to royalty. I see the interior of a palace, and there is murder being committed. The King is being killed, and the Queen, who is beside him, is down on her knees crying to be saved." Last night Mrs. Brencley described what took place. She said that she saw the spirit of Milan, the King's father. There were a lot of people about and great disorder reigned. It seemed at first as if they were all out in the open country. "Then," said Mrs. Brencley, "the vision of a dreadful assassination came to me. I saw a number of men attired in dark blue clothes advance towards the King and Queen." Several of them fired at close quarters, and their Majesties fell down shot. It was a ghastly sight. The King's father exclaimed in tones of anguish, "Oh, my son! oh, my son. He is dead!" The tragedy was carried out with great deliberation. Afterwards I saw a man rise up who was proclaimed King. I learned that the crime was the result of a deep-laid plot, and I am confident that the new King will not long occupy the throne. Several of the Serbian Ministers who were trusted by the Monarchy were responsible for the trouble." Mrs. Brencley adds that her impressions were recorded in letters to several friends, and she also informed one of the members of the Serbian Royal Family. The revelations caused a great sensation in the room, and her wild manner, Mrs. Brencley says, led those present to believe that she was hysterical.

It is easy to prophesy—after the event.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

The barometer has fallen over E. Japan and the E. coast of China, risen over W. Japan. Pressure remains high over the Pacific to the S. and E. of Japan, and relatively low over N. China.

Gradients slight for S.E. winds in the Formosa Channel and N. part of the China Sea.

Forecast:—Light S. winds; fair.

PHOTOGRAPHIC

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RUSSIA AND THE CHINESE CUSTOMS.

Dr. Morrison writes under date Peking, 12th June:—

The question of the establishment of a Chinese Customs at Dalny and on the Russian frontier of the leased territory is practically settled. It is a matter of much importance. When the supplementary Manchuria Railway Convention of June, 1896, was signed, it provided what was intended to be a safeguard for the Chinese Customs revenue in Manchuria. By Clause 5 it was agreed that Russia would establish a Customs station at Dalny as soon as the latter was opened to trade, and would appoint an officer of the railway company to act as representative of the Chinese Board of Revenue in collecting dues according to the Chinese tariff, to be under the immediate control of the Peking Government, to whom he would report periodically. As already pointed out, the effect of an establishment of this kind would have been the separation of Dalny and the frontier Customs from any control of the Chinese Maritime Customs under Sir Robert Hart, and the immediate adoption of the same procedure by the Germans at Kiaochow bay and by the French at Kwanchowan; with the inevitable result that the Chinese Customs stations on the frontiers would pass under the control of the respective neighbouring Powers. No Customs stations have yet been established at Dalny or on the frontier. The loss of revenue to China caused thereby has already reached serious proportions, both directly by the admission into Manchuria, through the Russian leased territory, of large quantities of dutiable goods duty free, and indirectly by the injury done to the revenue of New-chung owing to this differential treatment. China, therefore, though with habitual want of foresight she had conceded to Russia the right she now claims to exercise under the above convention, sought to obtain better terms and to induce Russia to accept the procedure that works satisfactorily at Kiaochow. Russia has assented, but with a reservation. She concedes the shadow but retains the substance. The Kiaochow procedure is that the Commissioner of Customs, who it always a German, is nominated by Sir Robert Hart and approved by the German authorities. All the staff are Germans and are paid by and directly under the control of the Maritime Customs. At Dalny the Russians approve of the German system, but—remembering that when Sir Robert Hart recently appointed a commissioner at Newchwang the explanation given was that there were so few Russians in the maritime service and that none other was available—the Russians now considerably offer to nominate a suitable Russian commissioner with Russian assistants for posts, and nominate accordingly the same M. Protassieff who was formerly Finance Secretary at Port Arthur and who was appointed by Russia under the above Convention to take charge of the proposed Chinese Customs service at Dalny and on the frontier of China. There was no alternative but to accept the nomination. He will nominally belong to and be under the control of the Maritime Customs, will be paid by the Maritime Customs, and will report to Sir Robert Hart, but all revenues collected will be paid into the Russo-Chinese Bank, a powerful political corporation which, except at Newchwang, enjoys a monopoly of foreign banking throughout Manchuria.

PICTURE POSTCARDS.

The G. P. O. at London has made the following statement:—Complaints have reached the Postmaster-General from the recipients and senders of postcards, especially picture postcards, which have been charged as insufficiently prepaid letters when sent abroad, because they bore on the front writing other than the address and the necessary postal indications. A written communication on the address side of a postcard is not objected to in the inland service of the United Kingdom, so long as the right hand half is reserved exclusively for the address; but any communication upon the address side of a postcard for or from a place abroad renders it liable, under the regulations of the Postal Union, to be treated as an insufficiently prepaid letter. Many picture postcards, no doubt intended solely for inland circulation, bear on the front a printed inscription in some such words as the following:—"This space as well as the back may now be used for communication (Post Office regulations) that it applies to the inland service only, is misleading; and the Postmaster-General invites the attention of publishers of picture postcards to the expediency of printing the words "for inland use only" immediately below the title "postcard" on all postcards, such as those in question, which are ineligible for transmission abroad.

LATEST STEAMER MOVEMENTS.

The steamer *Catherine Ahear*, from Calcutta, left Singapore for this port on the afternoon of the 14th inst.

The A.L. steamer *Tricote* left Shanghai for this port on the 14th inst.

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HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the following Certificates for Shares of this Bank issued in Hongkong in the name of THOMAS CHILLY HAYLLAR, No. 75 dated 18th July, 1871 for 2 Shares Nos. 36488 and 29479; No. 3871 dated 30th Sept. 1871 for 4 Shares Nos. 3982/85; No. 139 dated 19th Feb. 1872 for 4 Shares No. 21955/58; have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said THOMAS CHILLY HAYLLAR, and no transaction taking place under the aforesaid Share Certificates, Nos. 75, 3871 and 139, will be recognised by the Corporation.

J. R. M. SMITH,
Chief Manager.
Hongkong, 3rd July, 1903.

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TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES OF ROOMS in the Ground Floor of the Hongkong Club Annex, suitable for Offices.
Apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong Club,
Hongkong, 18th June, 1903. [1757]

TO LET.

NO. 12, CASTLE ROAD.
Nos. 15, 17, 19 and 21, SEYMOUR ROAD.
GODOWN, No. 32A, PRAYA EAST.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 10th July, 1903. [1899]

TO LET.

A SUITE OF FOUR ROOMS at No. 7, BARROW TERRACE, Kowloon. For particulars apply at the House.
A. MENZELT,
Hongkong, 14th July, 1903. [2012]

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ONE or TWO ROOMS at No. 12, ARBUTHNOT ROAD (entrance from Wyndham Street place).
Apply to—
C. M.,
Hongkong Hotel
(Secretary's Office),
Hongkong, 14th July, 1903. [2010]

TO LET.

NO. 3, DUDDELL STREET, ground floor. Suitable for Offices or Office and Godown.
Apply—
SOUTH CHINA MORNING POST, LTD.,
Connaught Road Central,
Hongkong, 27th June, 1903. [1849]

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2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
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35, Queen's Road Central,
Hongkong, 10th July, 1903. [1981]

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
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18, ROBINSON ROAD.
Apply to—
AHMET RUMJAHN,
62, Queen's Road,
Hongkong, 1st July, 1903. [1896]

TO LET.

NO. 2, "MAGDALEN TERRACE," MAGAZINE GAR.
Apply to—
SPANISH PROCURATION,
Hongkong, 1st July, 1903. [73]

TO LET.

FLATS IN MORETON TERRACE, CAUSWAY BAY, facing the Polo Ground. No. 2, RIFON TERRACE (in FLATS). GODOWN at BOWLINGTON (PRAYA EAST).
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 8th June, 1903. [71]

TO LET.

TWO GODOWNS, Nos. 2 and 4, MATHESON STREET, Wanchai. No. 5, STEWART TERRACE, PEAK. Furnished, from 5th June to 31st August, 1903. "WESTBOURNE VILLA," NORTH BONA ROAD.
Apply to—
"BISNEE VILLA," PORTFOLIO ROAD. For terms and particulars apply to—
LINSTEAD & DAVIS,
Hongkong, 2nd July, 1903. [1046]

TO LET.

NO. 17, SEYMOUR ROAD or WOODLANDS WEST to Rent from 13th JUNE.
Apply to—
E. H.,
Care of Daily Press Office,
Hongkong, 10th July, 1903. [143]

TO LET.

FIRST FLOOR, No. 8, QUEEN'S ROAD CENTRAL. Suitable for Office.
Apply to—
IP LAN CHUEN,
Care of Mr. A. M. Eschbay,
Nos. 7 and 9, Zetland Street,
Hongkong, 11th June, 1903. [1089]

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PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL (Entrance by Zetland Street). Opposite Messrs. Kelly & Walsh, Bootmakers.
Hongkong, 11th July, 1903. [1987]

TO LET.

MRS. GILLANDERS.
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

TO LET.

"TANG YUEN," BOARDING ESTABLISHMENT.
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation. Apply—
MANAGERESS,
Macdonnell Road;
or
FAIRALL & CO., Queen's Road,
Hongkong, 2nd March, 1903. [651]

TO LET.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Foster's Hill,
Hongkong, 1st January, 1892.

TO LET.

NO. 1, CAMERON VILLAS (PRAY). A Six-Roomed Bungalow in first-class condition.
Apply to—
LINSTEAD & DAVIS,
Hongkong, 24th June, 1903. [1818]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 2nd December, 1902. [82]

TO LET.

"HARTLEY" and "WESTLEY," UPPER RICHMOND ROAD. "STONY BROOK," LOWER RICHMOND ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.,
Hongkong, 2nd June, 1903. [1150]

TO LET.

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods.
Apply to—
W. LISAUGHT,
153, Wanchai Road,
Hongkong, 15th April, 1903. [1163]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAR. Available from 1st April.
Apply—
Daily Press Office,
Hongkong, 10th February, 1903. [542]

TO LET.

2, SPACIOUS ROOMS at No. 15, BELLIOS TERRACE, with Bathroom and Kitchen. Rent very moderate. Immediate Possession.
Apply to—
S. T. J.,
Care of Daily Press Office,
Hongkong, 6th July, 1903. [1933]

TO LET.

ONE FIRST-CLASS SPACIOUS GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office,
Hongkong, 16th June, 1903. [1719]

TO LET.

"BIRNFOOT," UPPER RICHMOND ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road,
Hongkong, 30th October, 1902. [76]

TO BE LET FURNISHED.

"IAN MOR" (West), PEAK ROAD.
Apply to—
MAJOR TUDOR, R.E.,
or
HUMPHREYS ESTATE & FINANCE COMPANY, LD.,
Hongkong, 18th June, 1903. [1992]

TO LET.

FROM August 25th, COSMOPOLITAN HOUSE (Unfurnished), 13 Large Rooms, Kitchen, etc., etc.
Apply—
MANAGER,
Wm. Powell, Ltd.,
Hongkong, 30th June, 1903. [1897]

TO LET.

2ND FLOOR, No. 25, DES VEXES ROAD CENTRAL.
Apply to—
DANG CHEE SON & CO.,
25, Des Vexes Road Central,
Hongkong, 2nd July, 1903. [1908]

TO LET.

AN OFFICE at No. 2, CONNAUGHT ROAD.
Apply to—
THE HONGKONG & KOWLOON WHARF & GODOWN CO., LD.,
Hongkong, 15th July, 1903. [2031]

TO LET UNFURNISHED.

ONE ROOM with Bathroom, Servants' Quarters, etc., suitable for a bachelor, in Robinson Road level. Also OFFICE opposite City Hall.
Apply—
C. H.,
Care of Daily Press Office,
Hongkong, 15th July, 1903. [2025]

TO LET.

GROUND and 2nd FLOORS of No. 3, OLD BAILEY.
No. 10, SEYMOUR TERRACE.
No. 13, MOSQUE JUNCTION.
No. 43, CAINE ROAD. Nine-Roomed Corner House, \$180 exclusive of Taxes.
No. 3, CORONATION TERRACE. Six-Roomed Corner House, \$150 a month including Taxes.
Apply to—
S. A. SETH,
Land and Estate Broker,
Hongkong, 10th July, 1903. [1396]

TO LET.

HIGH-CLASS CHRISTMAS CAKES, decorated from \$1.00 Plain Christmas Cakes ... 0.80 German Sand Cakes ... from \$1 to \$5.00 Assorted Pastry Cakes ... per dozen 0.60 Scotch Buns ... from 1.50 Freshen Stollen ... 2.00 Mince Pies ... per dozen 2.40 Chicken and Ham Pies ... from 3.00 Chicken and Ham Patties ... from 5.00 Cane Pies ... from 5.00
Christmas Puddings, etc., to Order.
Please apply to WEISMAN & CO., 142, Praya East; ANGLO-AMERICAN STORES, 64, Elgin Road; or ROYAL GRATED WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

TO LET.

ILLUSTRATED POST CARDS Coloured, White-Away Cards, etc., For Sale at GRACE & CO.'S Stall at Hongkong Royal Commission.
Also
Used and Unused Foreign and Colonial POSTAGE STAMPS in Sets, Packets or Single. King Edward VII. Alloys. Catalogues, Hinges, etc., &c., &c. Inspection invited.
Hongkong, 1st June, 1903. [2011]

TO LET.

EVERY HEALTHY BOY likes to get himself into places of danger. Hence braves, strains and sprains. Mother scolds and brings out the bottle of Perry Davis' Painkiller and rubs it on the injured parts with an energy and frequency depending on the seriousness of the case. There is nothing like Painkiller to take out the soreness. There is but one Painkiller, Perry Davis'. [2727-3]

OUR PARIS LETTER.

Paris, 12th June.

FIGHTING IN MOROCCO.

Zanaga, which the French have been bombarding since a week ago that most Parisians are quite indifferent whether they stay at home, or leave for the country or sea-side. The season is rapidly dying, and attractions in Paris are becoming less and less since the Grand Prix. The political world looks interested; even "polite insults" have for a time been suspended in the chamber. The religious question is still a most troublesome one for France, and people are not in a very enjoyable mood over it. It is a mill-stone round the neck of the Government, and is not easy to shake off.

THE MARSEILLES COLLISION.
Neither the captain of the *Liban* nor of the *Insulaire* cares to bear the blame of the regrettable Marseilles collision in which nearly 200 persons were drowned through negligence and want of humanity. That each captain should blame the other for altering his course at a critical moment is only natural, but that does not satisfy the relations and friends of those that have perished. No measures were taken to save the unfortunate passengers. No sooner had the *Insulaire* run into the *Liban* and torn her open than she made off, without even as much as launching a boat. It was not until the *Liban* was actually sinking that any attempts were made to lower any of her boats. The defective nature of the fittings rendered these useless. Cowardice was displayed by the crew and captain. The whole forty-three men that composed the crew only attempted to save themselves, leaving the children and women to do the best they could. Being powerless, they soon found a watery grave, much to the disgrace of the men on board. The captains have been arrested, and are to be tried. They deserve to be lynched along with the rest of the crew.

TOD SLOAN.
For some time past, Tod Sloan, the American jockey, has been at loggerheads with the French Jockey Club, but the affair is soon to be over, owing to an action taken by Tod Sloan against the stewards of the Racing Society. Maitre Labrie's services have been retained to defend the American jockey. It will be remembered that the French Jockey Club some months ago "warmed off" Sloan; this severe measure arose out of the running of *Rose de Mai* in the French Oaks. Grave statements had been circulated about Tod Sloan, which were judged detrimental to the filly, in order to increase her price. The coming action, which is to come off early next week, is causing a great deal of excitement in sporting circles, and the result is awaited with curiosity. Is Sloan guilty or not guilty of the grave charges preferred against him?

AN ATROCIOUS CRIME.
M. Loubet's signing the pardon of the notorious Gabrielle Bonaparte came as a great surprise to everybody. Most people had really forgotten all about her, though her atrocious crime will ever remain green in the public's mind. *Logifire Gouffé* in 1890 was the assassin of the day, and struck terror into the hearts of Parisians. It will be remembered that with the aid of Eyraud, her confederate, who was guillotined, she murdered a husband or process-server for the sake of his money. Gabrielle wrote to Gouffé, requesting him to call and see her in the Rue Tronsson Daoudray; after a few minutes' conversation, the woman induced Gouffé to follow her into the bedroom, where Eyraud had previously fixed a pulley and a cord with a running knot. Gabrielle playfully threw the cord over the husband's head, and the concealed confederate, quickly strangled the old man. On searching the victim's pockets, only 100 francs were found, instead of a fortune. Had not Gabrielle turned informant, she would certainly have shared the fate of the guillotined Eyraud; as it was, she was sentenced to 20 years' penal servitude.

SUICIDE EPIDEMIC.
The suicide season has begun in Paris and the mania has already attained the proportions of an epidemic. A whole list of dead appears in the papers. A fruitier who had just lost his wife hanged himself in his shop; this was followed by the finding of a tradesman's body, who had drowned himself on account of bad trade. Three other bodies, those of two men and a woman, were discovered a few hours later floating in the Seine. Next day, the police were called to a boarding-house in the Puteaux quarter, where a young lady, a Polish student, had shot herself, being unable to pass an examination; hardly had they removed the body to the Morgue, when the bodies of a man and woman were noticed floating in the Seine close by. The saddest case of all is that of Mme. Biaz, a mother of four dear little children, who made up her mind to commit suicide, and who asked her children if they were willing to die with her. Three consented and one refused; she asphyxiated the three, and cut her own throat!

RUBBER.

Manufacturers of rubber in France attach a great deal of importance to the discovery just made by a French botanist, and declare it is likely to completely revolutionise the rubber industry in all parts of the commercial world. It was by mere accident apparently that the plant was discovered growing extensively on the sandy plains of the French Congo, which bore in the thick bark of its long radiating roots, a considerable percentage of fibrous rubber. An enterprising French firm had already experimented with the new plant, by way of testing its lucrative properties, and declare that it is capable of producing a splendid rubber realising nearly 4 francs a pound in the market. The botanical name of the plant is *Landolphia thalictroides*. Specimens of the plant have been previously collected at seven different places including Lower Guinea and the Lower Congo. Knowing that the plant was able to produce rubber from its roots, it is somewhat surprising that industry did not develop it earlier. Thanks to the discovery a new source of supply will henceforth be worked. Further explorations may lead to additional discoveries, thus materially increasing imports. It is to be hoped that large quantities of the plant exist; if so manufacturers have reason to rejoice over the discovery.

SOCIETY AFFAIRS.
July and August promises to be busy months in Paris; the visit of the King of Italy next month will keep a great many representatives of society in the capital, while the Humbert trial in August is likely to detain a few

politicians. The weather has been so gloomy since a week ago that most Parisians are quite indifferent whether they stay at home, or leave for the country or sea-side. The season is rapidly dying, and attractions in Paris are becoming less and less since the Grand Prix. The political world looks interested; even "polite insults" have for a time been suspended in the chamber. The religious question is still a most troublesome one for France, and people are not in a very enjoyable mood over it. It is a mill-stone round the neck of the Government, and is not easy to shake off.

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EVICION SCENE.
Another exciting eviction scene took place a few days ago at La Blanchère, in the department of the *Archeve*. It was no easy matter for the authorities to force an entrance into the convent of Notre-Dame de Bon Secours, and expel the Pères Oblats. The Father Superior appearing at one of the windows, and shouted down to

Refreshing and Agreeable.

CALVERT'S

CARBOLIC

TOILET SOAP.

A Pleasant Antiseptic Soap (containing 27% pure Carbolic Acid). Should be used regularly to improve the skin and complexion and prevent infection.

F. C. CALVERT & Co., Manchester, Eng.

[2584-2]

the soldiers below that neither he, nor his brethren would yield save to force. Sappers were then ordered to effect an entrance; two hours elapsed before they succeeded in hewing down the unyielding doorways. Progress being found too slow, the soldiers were commanded to scale the wall, make a hole in the roof, and by that means gain access to the chapel. Trees were used as battering rams by other soldiers in other parts of the edifice. The convent was eventually invaded by the troops and the monks evicted. The Fathers were accorded a great ovation on being escorted out by friends. Thousands of sympathisers had collected round the convent.

DUEL BETWEEN DEPUTIES.
The duel with swords between two Deputies, M. Bortaux and M. Guyot-Villeneuve, which was expected as a result of the late incidents in the Chamber, resulted in M. Villeneuve being "severely" wounded in the right forearm, at the seventh assault. Duellists are becoming more despondent of late and no longer intend to make fun or have fun made out of the art. If you intend to call a member of the French Parliament a "comedian," as did M. Guyot-Villeneuve M. Bortaux, you know what to expect. French deputies are very thin-skinned and hot-headed.

STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS.
LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

W.M. POWELL, LD.

HIGH CLASS DRAPERS,

34, QUEEN'S ROAD, HONGKONG.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAII W.

AGENTS—

JARDINE, MATHESON & CO.

325

JAPAN



COALS.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 102, HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimotsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Suway, Malacca, Moka, Yokohama, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Horio, Kanada, Fujinaka, Mameda, Manuwa, Onawa, Otsu, Sasahara, Teubakuro, Yoshinaka, Yoshio, Yunkobara, and other Coals.
N. INUZUKA, Manager, Hongkong.

LAMBERT & BUTLER'S FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND.

TO BE OBTAINED FROM—

MESSRS. KRUSE & CO.

IN 1-LB. AIR-TIGHT TINS.

143

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager, 1st Floor, 37, Canaught Road, Hongkong, 13th June, 1903. [1703]

WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMAN & CO., 14, DES VEXES ROAD. [2742]

SHIPPING.

ARRIVALS.
July 14, PAKHOI, British str., 1,340, W. Shaw, Wain and Chikiang 9th July, Rice and Oil.—HUTTENFELD & SWIRE.

July 15, ALEXIA, German str., 3,364, C. Schenfeldt, Hamburg and Singapore 9th July, General.—HAMBURG-AMERIKA LINIE.

July 15, AWA MARU, Japanese str., 3,912, N. Treant, Singapore 17th July, General.—NIPPON YUSEN KAISHA.

July 15, AYU, British str., 1,905, Gibson, Ketchikan 9th July, Coal.—M. B. KAISHA.

July 15, CHAGA JESSEN, German str., 1,714, J. Rindler, Haiphong and Hainan 11th July, Rice and General.—JESSEN & CO.

July 15, HANGSANG, British str., from Canton, 15, HONGKONG, British str., 2,060, Pentney, Singapore 9th July, General.—CHINESE.

July 15, MARQUIS BACQUEM, Austrian str., 2,742, Rasmussen, Trieste via Bombay and Singapore 24th May, General.—SANDER, WIELER & CO.

July 15, MERIONTHURISH, British str., 1,349, Cundy, Singapore 9th July, General.—SHEWAN, TOMES & CO.

July 15, PRINCE VALDEMAR, Danish str., 3,414, J. Koch, Shanghai 11th July, General.—MELCHERS & CO.

July 15, ROSARIO, British gunboat, 276, Jackson, Weddaway 8th July.

July 15, SCOTSMAN, British str., 1,604, F. A. Macdonald, Manila 11th July, General.—ORDRE.

July 15, THALES, British str., 820, A. J. Robinson, Fochow, Amoy and Swatow 14th July, General.—DOUGLAS LAPELAK & CO.

July 15, WONGANG, British str., from Canton, 15, WUCHANG, British str., 801, Sommerfeld, Hainan 11th July, General.—HUTTENFELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
14th July.

Constance Richmond, Fr. str., for South America.
Ellen Rickmers, German str., for Bangkok.
Kohlschlag, German str., for Bangkok.
Loput, German str., for Hongkong.

Michael Jensen, German str., for Hainan.
Swatow, Amoy and Fochow.
Taitheung, German str., for Haiphong.

DEPARTURES.

13th July.

Ellen Rickmers, German str., for Bangkok.
Empress of Japan, British str., for Vancouver.
Glenagarry, British str., for London.
Hainan, British str., for Swatow.

Kohlschlag, German str., for Bangkok.
Loput, German str., for Hongkong.
Michael Jensen, German str., for Hainan.
Swatow, Amoy and Fochow.

Sunkiang, British str., for Manila.
Taitheung, German str., for Haiphong.
Tie, Norwegian str., for Canton.
Whampoa, British str., for Ningpo.

VESSELS IN DOCK.

14th July.

ARRIVED DOCKS.—San Joaquin, Shantung, Arab, America, Mura, Oceana.
COSMOPOLITAN DOCK.

SHIPPING REPORT.

The British steamer Thales, from Fochow and Amoy and Swatow 13th July, had light S.W. smooth sea and fine, clear weather to Swatow. From Swatow to port light S.E. wind, smooth sea, overcast and showery. Vessels in Fochow—Tungtung, In Amoy—Albenga and Hainan. In Swatow—Hainan, Hong Dee, Sulberg and Pronto.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"YUENSANG."

Captain S. J. Payne, will be despatched as above TO-DAY, the 15th inst., at 4 P.M.

This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th July, 1903. [2006]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"THALES."

Captain Robinson, will be despatched for the above ports TO-MORROW, the 17th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAPELAK & CO., General Managers.

Hongkong, 15th July, 1903. [2003]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship.

"YAWATA MARU."

3,600 Tons, Captain A. E. Moss, will be despatched for the above port TO-MORROW, the 17th inst., at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to T. S. TAKAYANAGI, Acting Manager.

Hongkong, 9th July, 1903. [1976]

FOR ODESSA.

THE Russian Steamer.

"HERMANN LERCHE."

1,973 tons, will be despatched for the above port SATURDAY, the 18th inst., at 4 P.M.

For Freight, apply to BRADLEY & CO., Agents.

Hongkong, 11th July, 1903. [1922]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MACDUFF."

15th July.

"SALT BEDE."

25th July.

"OGU."

To follow.

"MOGUL."

To follow.

"SATSUMA."

To follow.

For Freight and further information, apply to DODWELL & CO., Ltd., Agents.

Hongkong, 2nd July, 1903. [1125]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	FOR DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	BALLAARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	18th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	C. D. Bennett	P. & O. S. N. Co.	About 24th inst.
LONDON VIA SUEZ CANAL	BENEDI	Brit. str.	D. Clark	GHR. LIVINGSTON & CO.	About 26th inst.
LIVERPOOL	PIERRETHUS	Brit. str.	D. Clark	HUTTENFELD & SWIRE	22nd inst.
LIVERPOOL	DUMFRIES	Brit. str.	D. Clark	HUTTENFELD & SWIRE	22nd inst.
LIVERPOOL	PINOSTEY	Brit. str.	D. Clark	HUTTENFELD & SWIRE	22nd inst.
MARSEILLES, COPENHAGEN, &c.	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP	PERUS	Brit. str.	J. W. Wale	HUTTENFELD & SWIRE	21st inst.
MARSEILLES, LONDON &c. v. SPORE, &c.	TAMBA MARU	Brit. str.	Duchateau	NIPPON YUSEN KAISHA	25th inst. Daylight.
MARSEILLES, LONDON & ANTWERP	POLYNESIAN	Brit. str.	Duchateau	MESSAGERIES MARITIMES	28th inst. 11 A.M.
MARSEILLES, LONDON & ANTWERP	STENTOR	Brit. str.	Duchateau	HUTTENFELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP	TYDEUS	Brit. str.	Duchateau	HUTTENFELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	NESTOR	Brit. str.	Duchateau	HUTTENFELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP	MOYNE	Brit. str.	Duchateau	HUTTENFELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP	CLACUS	Brit. str.	Duchateau	HUTTENFELD & SWIRE	23rd September.
BREMEN VIA PORTS OF CALL.	HAMBURG	Ger. str.	Jahner	MELCHERS & CO.	22nd inst., at Noon.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jahner	HAMBURG-AMERIKA LINIE	To-morrow.
HAYRE, BREMEN & HAMBURG	WUEZBURG	Ger. str.	Jahner	HAMBURG-AMERIKA LINIE	29th inst.
HAYRE & HAMBURG	BADENIA	Ger. str.	Jahner	HAMBURG-AMERIKA LINIE	12th August.
HAYRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	28th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	9th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	23rd September.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Mecozzi	SANDER, WIELER & CO.	21st inst., at P.M.
ODDESSA	H. LEICHE	Rus. str.	Mecozzi	BRADLEY & CO.	18th inst., at 4 P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	MACDUFF	Brit. str.	Mecozzi	DODWELL & CO., Ltd.	About 15th inst.
NEW YORK, VIA SUEZ CANAL	ALBENGA	Brit. str.	Fallesen	CARLOWITZ & CO.	18th inst., at Noon.
NEW YORK, VIA SUEZ CANAL	VERONA	Brit. str.	Spiesen	SHAW, TOMES & CO.	About 24th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	Babb	STANDARD OIL CO.	About 25th inst.
NEW YORK, VIA SUEZ CANAL	ARABIA	Ger. str.	Babb	HAMBURG-AMERIKA LINIE	About middle Aug.
VANCOUVER, VIA SHANGHAI, &c.	TATAR	Brit. str.	E. of China	CANADIAN PACIFIC R. CO.	22nd inst.
VICTORIA (B.C.) & SEATTLE VIA S'HA, &c.	RIJUN MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	5th Aug., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	VICTORIA	Jap. str.	J. Pantan	DODWELL & CO., LIMITED	28th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA S'HA, &c.	NINGCHOW	Brit. str.	R. P. Craven	HUTTENFELD & SWIRE	10th August.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	A. E. Moss	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
AUSTRALIAN PORTS	CEYLON	Brit. str.	G. M. Livingston	HUTTENFELD & SWIRE	27th inst.
AUSTRALIAN PORTS	CEYLON	Brit. str.	G. M. Livingston	HUTTENFELD & SWIRE	27th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CANDIA	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 24th inst.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	N. Treant	NIPPON YUSEN KAISHA	To-morrow, D'light.
KOBE	HUPH	Brit. str.	K. Kori	HUTTENFELD & SWIRE	To-morrow.
KOBE	KOGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	22nd inst., Noon.
KOBE	TANAN	Brit. str.	K. Kori	HUTTENFELD & SWIRE	25th inst.
KOBE & YOKOHAMA	KAMAKURA M.	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	31st inst., Daylight.
SHANGHAI, YOKOHAMA & KOBE	ALBENGA	Brit. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
SHANGHAI, YOKOHAMA & KOBE	BENAL	Brit. str.	A. L. Valentini	P. & O. S. N. Co.	About 17th inst.
SHANGHAI, YOKOHAMA & KOBE	M. BACQUEM	Aus. str.	Rassovich	SANDER, WIELER & CO.	18th inst., P.M.
TAMSU, VIA SWATOW & AMOY	T. W. GROVES	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	19th inst.
SWATOW, AMOY & FOCHOW	TRALIS	Brit. str.	Roscoe	DOUGLAS LAPELAK & CO.	To-morrow, 11 A.M.
CEBU & LOILO	KAIFONG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
MANILA	YAWATA MARU	Jap. str.	E. P. Bishop	TOYO KISEN KAISHA	To-morrow, 11 A.M.
MANILA DIRECT	RUHI	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	18th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & CO.	25th inst., 10 A.M.
MANILA DIRECT	PERLA	Brit. str.	J. McGinty	HUTTENFELD & SWIRE	27th inst.
AMOI, SAMALANG & SOURABAYA	SHANTUNG	Brit. str.	Buller	JARDINE, MATHESON & CO.	To-morrow.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	S. Hall	P. & O. S. N. Co.	21st inst., at Noon.
SINGAPORE, COLOMBO & BOMBAY	MAZAGON	Brit. str.	S. Hall	P. & O. S. N. Co.	About 24th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	KINSHU MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	27th inst., at 4 P.M.

FOR NEW YORK (DIRECT).

THE Steamship.

"ALBENGA."
Captain Petersen, will be despatched on SATURDAY, the 18th inst., at Noon.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 14th July, 1903. [2022]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"BALLAARAT."
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th inst., at Noon.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th July, 1903. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"MARQUIS BACQUEM,"
Captain Rasmussen, will leave for the above places on SATURDAY, the 18th inst., at P.M.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Princes' Buildings.
Hongkong, 11th July, 1903. [3]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship.

"TRIESTE,"
Captain Mecozzi, will be despatched as above on TUESDAY, the 21st inst., at P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Princes' Buildings.
Hongkong, 1st July, 1903. [3]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila Direct	Sat., 18th July, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila Direct	Sat., 25th July, 10 A.M.
PERLA	1890	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th July, 1903. [17]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 17th July. Freight.
WUEZBURG	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 29th July. Freight & Passengers.
BADENIA	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 12th Aug. Freight.
SITHONIA	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 26th Aug. Freight.
KONIGSBERG	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 9th Sept. Freight & Passengers.
ANDALUSIA	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 23rd Sept. Freight.
ARABIA	NEW YORK, VIA SUEZ CANAL	About middle of August.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	KOBE and YOKOHAMA	FRIDAY, 17th July, at DAYLIGHT.
N. Treant	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.	FRIDAY, 17th July, at 4 P.M.
YAWATA MARU	KOBE	WEDNESDAY, 22nd July, at Noon.
A. E. Moss	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 25th July, at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	MONDAY, 27th July, at 4 P.M.
K. Kori	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 28th July, at 4 P.M.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 31st July, at DAYLIGHT.
J. W. Wale		
KIRISHU MARU		
F. L. Pyne		
RIJUN MARU		
N. Ohno		
KAMAKURA MARU		
H. Peterson		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.	
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.	
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.	
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.	
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
LIVERPOOL	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 10th August.
The s.s. "DIOMED" left Singapore on the 11th inst., a.m., and is due here on the 16th inst.	"DEUCALION"	On 6th September.
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.		

Hongkong, 14th July, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE, AMOY, SAMARANG and SOERABAYA	"HUPEH"	On 17th July.
KOBE	"SHANTUNG"	On 17th July.
CEBU and ILOILO	"TSINAN"	On 25th July.
MANILA	"KAIFONG"	On 27th July.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 27th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is on board.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	R. P. Craven	July 16, 1903
"INDRAPURA"	4,899	A. E. Hollingsworth	August 14, 1903
"INDRAMITA"	5,197	W. E. Craven	September 13, 1903

Through bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th July, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

R.M.S.	Tons.	WEDNESDAY	22nd July
"TARTAR"	4,425		
R.M.S. "EMPERESS OF CHINA"	6,000	WEDNESDAY	5th Aug.
R.M.S. "ATHENIAN"	3,882	WEDNESDAY	12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000	WEDNESDAY	23rd Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY	23rd Sept.
R.M.S. "TARTAR"	4,425	WEDNESDAY	7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000	WEDNESDAY	21st Oct.
R.M.S. "ATHENIAN"	3,882	WEDNESDAY	4th Nov.
R.M.S. "EMPERESS OF INDIA"	6,000	WEDNESDAY	18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY	16th Dec.
R.M.S. "TARTAR"	4,425	WEDNESDAY	30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 47 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, (the company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to—
D. E. BROWN, General Agent,
Pedder Street.

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THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR,"
Captain Kook, will be ready to load for the above ports on or about the 15th instant.
For Freight or Passage, apply to—
MELCHERS & CO., Agents.

Hongkong, 2nd July, 1903. [1903]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC"
will be despatched as above on or about the 25th instant.
For Freight and further information, apply to—
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department,
Agents.

Hongkong, 3rd July, 1903. [1915]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENEDI,"
Captain D. Clark, will be despatched as above on or about the 26th inst.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th July, 1903. [1903]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOIS—POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd July, 1903, at 11 A.M., the Company's Steamship "POLYNESIE," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 27th July. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th July, 1903. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July 1903. [1912]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1904]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

DAILY Departures from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation. Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—
SAM WANG & CO., LTD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903. [84]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbor Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVINO & CO.,
No. 123, Connaught Road Central.
Hongkong, 30th June, 1903. [1751]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to—

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th Avenue, 1897. [8]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 16th inst.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13rd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [10-12]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI,"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 10th July, 1903. [14]

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. s.s. *Malayan*, and from Bordeaux &c. s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Precious and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 21st inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th July, 1903. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 16th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., General Managers.**

Hongkong, 14th July, 1903. [2023]

GENERAL AVERAGE. S.S. "PEKIN."

NOTICE IS HEREBY GIVEN to all concerned that the General Average Statement of the s.s. "PEKIN" consequent on the fire which occurred at Kobe on the 5th and 6th April, 1903, is being prepared at Yokohama by Mr. H. P. WADMAN, of the China Traders' Insurance Co., Ltd.

E. A. HEWETT, Superintendent.
Peninsular & Oriental S. N. Co.,
Hongkong, 14th July, 1903. [2009]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—
DHARWAR, Swedish barque, A. P. Larsson—Jardine, Matheson & Co.
KENTMERE, British 4-m. barque, T. E. Burch—Standard Oil Co.

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS. SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code.

Lieber's Standard Code. TELEPHONE: 232.
Hongkong, 20th June, 1903. [1770]

SPONGES! SPONGES!!

JUST OPENED a large lot of Superior kinds of TOILET and NURSERY SPONGES of different sizes. Prices very moderate.

H. BUTTONEE,
No. 5, D'Aguiar Street,
36 & 38, Elgin Road, Kowloon
Hongkong, 14th July, 1903. [2008]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1901. [1186]

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY. ANHEUSER BROSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS BY OUTPUT AND QUALITY.

THE BREWERY LARGEST IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,

Sole Agents.

Hongkong, 25th July, 1902. [37]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. & B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "

Width of Entrance on Top... 65 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 32 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with

